AMENDMENTS TO THE SPECIFICATION

Kindly replace the paragraph beginning on page 4 line 19 and ending on page 5, line 7 with the following amended paragraph.

The brake master cylinder 10 includes a cylinder body ii having ports 11a and 11b to be connected to a reservoir (not shown) for storing a brake fluid; and a rod piston 12 and a floating piston 13, which are incorporated into the cylinder body 11 in a fluid-tight and axially slidable manner. Thus, the brake master cylinder 10 has a first pressure chamber R1 and a second pressure chamber R2 formed therein. The first pressure chamber R1 accommodates a compression coil spring S1 having a setting load (mounting load in the basic condition illustrated in FIG. 1) fl; and the second pressure chamber R2 accommodates a compression coil spring S2 having a setting load f2 (f2>f1). Moreover, the brake master cylinder 10 has a first ~~atmospheric~~ reservoir pressure chamber AR1 and a second ~~atmospheric~~ reservoir pressure chamber AR2, which are always in communication with the reservoir. Notably, the rod piston 12 may be called a first piston, and the floating piston 13 may be called a second piston.

Kindly replace the paragraph on page 5, line 8 with the following amended paragraph.

As shown in FIGS. 1 and 2, the rod piston 12 defines within the cylinder body 11 the first ~~atmospheric~~ reservoir pressure chamber AR1, which is always in communication with the reservoir, and the first pressure chamber R1, which can be connected to or separated from the first ~~atmospheric~~ reservoir pressure chamber AR1. The rod piston 12 has an axial sliding resistance r1; is connected to a brake

pedal 52, which serves as a brake-operating member, via a pedal rod 51; and can be mechanically pressed into the brake master cylinder 10 through an operator's stepping on the brake pedal 52. A plunger valve 12a is provided at a center portion of the rod piston 12. The plunger valve 12a opens and closes in accordance with a stroke; i.e., an axial movement, of the rod piston 12.

Kindly replace the paragraph beginning on page 5, line 19 with the following amended paragraph.

When the rod piston 12 is in the basic position illustrated in FIG. 1, the plunger valve 12a is in engagement with a rod 18 fixed to the cylinder body 11 and is separated from a valve seat 12b, so that the plunger valve 12a is open and establishes communication between the first pressure chamber R1 and the first ~~atmospheric~~ reservoir pressure chamber AR1 via a passage 12c provided in the rod piston 12. The valve-opening stroke of the plunger valve 12a is set to about 6 mm. When the rod piston 12 moves from its illustrated basic position by about 6 mm or more, the plunger valve 12a is seated on the valve seat 12b and is closed, whereby the communication between the first pressure chamber R1 and the first ~~atmospheric~~ reservoir pressure chamber AR1 is broken. Thus, an idle stroke of the rod piston 12, during which no pressure is generated in the first pressure chamber R1, is about 6 mm.

Kindly replace the paragraph on page 6 line 14 with the following amended paragraph.

The floating piston 13 defines within the cylinder body 11 the second ~~atmospheric~~ reservoir pressure chamber AR2, which is always in communication with the reservoir, and the second pressure chamber R2, which can be connected to or separated from the second ~~atmospheric~~ reservoir pressure chamber AR2. The floating piston 13 has an axial sliding resistance r2. The spring force of the compression coil spring S1and fluid pressure in the first pressure chamber R1—which vary with movement of the rod piston 12—press and cause the floating piston 13 to move against the spring force of the compression coil spring S2, which intervenes between the floating piston 13 and the cylinder body 11, and against fluid pressure in the second pressure chamber R2. A plunger valve 13a is provided at a center portion of the floating piston 13. The plunger valve 13a opens and closes in accordance with a stroke; i.e., an axial movement, of the floating piston 13.

Kindly replace the paragraph on page 7, line 1 with the following amended paragraph.

When the floating piston 13 is in the basic position illustrated in FIG. 1, the plunger valve 13a is in engagement with a rod 19 fixed to the cylinder body 11 and is separated from a valve seat 13b, so that the plunger valve 13a is open and establishes communication between the second pressure chamber R2 and the second ~~atmospheric~~ reservoir pressure chamber AR2 via a passage 13c provided in the floating piston 13. The valve-opening stroke of the plunger valve 13a is set to about 1 mm. When the floating piston 13 moves from its illustrated basic position by

about 1 mm or more, the plunger valve 13a is seated on the valve seat 13b and is closed, whereby the communication between the second pressure chamber R2 and the second ~~atmospheric~~ reservoir pressure chamber AR2 is broken. Thus, an idle stroke of the rod piston 13, during which no pressure is generated in the second pressure chamber R2, is about 1 mm.

Kindly replace the paragraph on page 14, line 8 with the following amended paragraph.

Further, in the present embodiment, the orifices 15a and 17b are respectively provided in the passages 12c and 13c, which respectively establish communication between the first pressure chamber R1 and the first ~~atmospheric~~ reservoir pressure chamber AR1, defined within the brake master cylinder 10 by means of the piston 12, and communication between the second pressure chamber R2 and the second ~~atmospheric~~ reservoir pressure chamber AR2, defined within the brake master cylinder 10 by means of the piston 13. Therefore, when the rod piston 12 moves rapidly due to an abrupt operation of the brake pedal 52, the above-described orifices 15a and 17b each exhibit a throttle effect during the idle strokes of the pistons 12 and 13, so that pressure is generated in each of the pressure chambers R1 and R2, defined by the pistons 12 and 13, respectively.